

Notice No. 7

Rules and Regulations for the Classification of Ships, July 2014

The status of this Rule set is amended as shown and is now to be read in conjunction with this and prior Notices. Any corrigenda included in the Notice are effective immediately.

Issue date: March 2015

| Amendments to | Effective date |
|--|----------------|
| Part 6, Chapter 1, Section 2 | 1 March 2015 |
| Part 6, Chapter 2, Sections 2, 3, 15,17, 18 & 19 | 1 March 2015 |

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Control Engineering Systems

Effective date 1 March 2015

■ Section 2

Essential features for control, alarm and safety system

2.8 Fire detection alarm systems

2.8.1 Fire detection and fire alarm systems are to comply with Chapter 9 of the *Fire Safety Systems Code* (FSS), Regulation 7 of SOLAS Ch II-2, Part C and 2.8.2 to 2.8.23 as applicable.

2.8.2 Fire detection control units, indicating panels, detector heads, manual call points and short-circuit isolation units are to satisfy the requirements of the Type Approval Test Specification Number 1 given in LR's Type Approval System for environmental categories appropriate for the locations in which they are intended to operate. For addressable systems, see also 2.10. FSS requires compliance of detectors with specific standards; refer to Ch 9, Section 2.3.1.2.

2.8.3 The alarm system is to be designed with self-monitoring properties. Power or system failures are to initiate an audible alarm distinguishable from the fire alarm. This alarm may be incorporated in the machinery alarm system as required by 2.3.3 to operate in accordance with FSS Code Ch9, Section 2.5.1.5.

2.8.5 The fire detector heads are to be of a type which can be tested and reset without the renewal of any component. Facilities are to be provided on the fire-control panel for functional testing and reset of the system. Testing of detector heads is to be in accordance with FSS Code, Ch 9, Section 2.5.2.

2.8.8 It is to be demonstrated to the Surveyor's satisfaction that detector heads are so located that air currents will not render the system ineffective whether the ship is at sea or in port are located in accordance with FSS Code Section 2.4.2.1.

2.8.9 An audible fire alarm is to be provided having a characteristic tone which distinguishes it from the alarm system required by 2.3.3 or any other alarm system in accordance with SOLAS, Ch II-2, Part C, Section 4.2.

2.8.19 The fire detection system is not to be used for any other purpose, except that closing of fire doors and similar functions may be permitted at the control panel those detailed in FSS Code, Ch 9, Section 2.1.2.

2.8.22 A section of fire detectors and manually operated call points which covers a control station, a service space or an accommodation space is not to include a machinery space of Category A. are to comply with FSS Code, Ch 9, Section 2.4.1.2.

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Electrical Engineering

Effective date 1 March 2015

■ Section 2

Main source of electrical power

2.1 General

2.1.1 The main source of electrical power is to comply with the requirements of this Section and SOLAS Ch II-1, Part D, Regulations 41 and 42 without recourse to the emergency source of electrical power.

2.2 Number and rating of generators and converting equipment

2.2.1 Under sea-going conditions, the number and rating of service generating sets and converting sets, such as transformers and semi-conductor converters, when any one generating set or converting set is out of action, are:

- (a) ~~to be sufficient to ensure the operation of electrical services for essential equipment, habitable conditions~~ to be in accordance with SOLAS Ch II-1, Part D, Regulation 41, Section 1.2 and to be sufficient to ensure operation of cargo refrigeration machinery of ships having a **RMC** notation and the container socket outlets and ventilation system of container ships having a **CRC** notation. See 16.3.5 for electric propulsion systems;
- (b) to have sufficient reserve capacity to permit the starting of the largest motor without causing any motor to stall or any device to fail due to excessive voltage drop on the system;
- (c) to be capable of providing the electrical services necessary to start the main propulsion machinery from a dead ship condition in accordance with SOLAS Ch II-1, Part D, Regulation 41, Section 1.4. ~~The emergency source of electrical power may be used to assist if it can provide power at the same time to those services required to be supplied by Section 3, see also 2.3.2.~~

2.2.2 The arrangement of the ship's main source of power is to be such that the operation of electrical services ~~for essential equipment, habitable conditions and cargo refrigeration machinery of ships having a RMC notation can be maintained regardless of the speed and direction of the propulsion machinery shafting.~~ including cargo refrigeration machinery of ships having an RMC notation is to be in accordance with SOLAS Ch II-1, Part D Regulation 41, Section 1.3.

2.2.3 Where the electrical power requirement to maintain the ship in a normal operational and habitable condition is usually supplied by one generating set, arrangements are to be provided to prevent overloading of the running generator, see 6.9. On loss of power there is to be provision for automatic starting and connecting to the main switchboard of the standby set in as short a time as practicable, but in any case within 45 seconds, and automatic sequential restarting of essential services, see 1.6.1, in as short a time as is practicable. ~~In addition ships are to comply with SOLAS Ch II-1, Part D, Regulation 41, Section 5.~~

2.3 Starting arrangements

2.3.2 Where the emergency source of electrical power is required to be used to restore propulsion from a 'dead ship condition' ~~the emergency generator is to be capable of providing initial starting energy for the propulsion machinery within 30 minutes of the 'dead ship condition'. The emergency generator capacity is to be sufficient for restoring propulsion~~ it is to be in accordance with SOLAS Ch II-1, Part D, Regulation 42, Section 3.4, in addition to supplying those services in 3.2.7(a), 3.2.7(b), 3.2.7(c) for passenger ships and 3.3.7(a), 3.3.7(b), 3.3.7(c) and 3.3.7(d) for cargo ships. See Pt 5, Ch 2, 9.11.1 for dead ship condition starting arrangements.

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■ Section 3

Emergency source of electrical power

This Section has been deleted in its entirety and replaced with the text below

3.1 General

3.1.1 The requirements of this Section apply to passenger and cargo ships to be classed for unrestricted service. They do not apply to cargo ships of less than 500 tons gross tonnage.

3.1.2 For ships assigned a Service Restriction Notation in accordance with Pt 1, Ch 2, a lesser period than the 36 hour period and 18 hour period specified in 3.2.7 and 3.3.7 respectively may be considered, but not less than 12 hours.

3.1.3 The emergency source of power for cargo ships of less than 500 tons gross tonnage will be the subject of special consideration.

3.2 Emergency source of electrical power in all ship types

3.2.1 All ships are to comply with the requirements as described in SOLAS II-1, Part D, Regulations 40 and 41 except where expressly provided.

3.2.2 Where compliance with 3.2.1 is not practicable, details of the proposed design and arrangements are to be submitted for consideration in accordance with SOLAS II-1, Part D, Regulation 55.

3.3 Emergency source of electrical power in passenger ships

3.3.1 Passenger ships are to comply with the requirements as described in SOLAS II-1, Part D, Regulations 42 and 42-1 as applicable.

3.3.2 In passenger ships, supplementary lighting is to be provided in all cabins to indicate clearly the exit so that occupants will be able to find their way to the door as described in SOLAS II-1, Part D, Regulation 41-6.

3.3.3 Where compliance with 3.3.1 and 3.3.2 is not practicable, details of the proposed design and arrangements are to be submitted for consideration in accordance with SOLAS II-1, Part D, Regulation 55.

3.4 Emergency source of electrical power in cargo ships

3.4.1 Cargo ships are to comply with the requirements as described in SOLAS II-1, Part D, Regulation 43.

3.4.2 Where compliance with 3.4.1 is not practicable, details of the proposed design and arrangements are to be submitted for consideration in accordance with SOLAS II-1, Part D, Regulation 55.

3.5 Starting arrangements

3.5.1 Where the emergency source of power is a generator, the starting arrangements are to comply with the requirements given in SOLAS II-1, Part D, Regulation 44.

3.6 Prime mover governor

3.6.1 Where the emergency source of power is a generator, the governor is to comply with Chapter 2, Section 2.4.

3.7 Sources of Energy for Radio installation

3.7.1 The sources of energy required for each radio installation as required by SOLAS 1974 as amended, Chapter IV, Part C, are to comply with SOLAS 1974 as amended, Chapter IV, Part C, Regulation 13.

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Section 15

Navigation and manoeuvring systems

15.1 Steering gear

~~15.1.3~~ The main and auxiliary steering gear motors are to be capable of being started from a position on the navigating bridge and also arranged to restart automatically when power is restored after a power failure.

~~15.1.4~~ **15.1.3** The motor of an associated auxiliary electric or electrohydraulic power unit may be connected to one of the circuits supplying the main steering gear.

~~15.1.5~~ **15.1.4** Only short-circuit protection is to be provided for each main and auxiliary steering gear motor circuit. Any main and auxiliary steering gear electrical control system and steering gear motors operable from the navigational bridge are to comply with SOLAS Ch II-1, Part C, Regulation 29, Section 8 and SOLAS Ch II, Part C, Regulation 29, Section 5.

~~15.1.6~~ **15.1.5** In ships of less than 1600 gross tonnage, if an auxiliary steering gear is not electrically powered or is powered by an electric motor primarily intended for other services, the main steering gear may be fed by one circuit from the main switchboard. Consideration would be given to other protective arrangements other than described in ~~15.1.5~~ **15.1.4** for such a motor primarily intended for other services.

~~15.1.7~~ Each main and auxiliary steering gear electric control system which is to be operated from the navigating bridge is to be served with electric power by a separate circuit supplied from the associated steering gear power circuit, from a point within the steering gear compartment, or directly from the same section of switchboard busbars, main or emergency, to which the associated steering gear power circuit is connected. Each separate circuit is to be provided with short-circuit protection only.

Section 17

Fire safety systems

17.1 Fire detection and alarm systems

17.1.1 Fire detection and alarm systems are to comply with Chapter 9 of the *Fire Safety Systems Code* (FSS Code) and 17.1.2 to 17.1.10.

17.1.2 Fire detection and alarm systems are to be provided with at least two power supplies from the main and emergency switchboards and automatic changeover facilities. One supply is to be connected to the main source of electrical power and another supply is to be connected to the emergency source of electrical power required by 3.2 or 3.3, or an accumulator battery capable of supplying power for the same period of time as the emergency source of electrical power. All power supply feeders for fire detection and alarm systems are to be in accordance with 11.6.4. as directed by FSS Code 2.2.1. Failure of any power supply is to operate an audible and visual alarm in accordance with the *IMO Code on Alerts and Indicators, 2009*.

~~17.1.3~~ Automatic changeover facilities in accordance with 5.3.5 are to be located in, or adjacent to, the main fire control panel. Power supply changeover is to be achieved without adverse effect. Failure of any power supply is to operate an audible and visual alarm. See also 1.14 and 1.16.

~~17.1.4~~ **17.1.3** Where an accumulator battery provides a power supply, on restoration of the main source of electrical power, the rating of the charge unit is to be sufficient to recharge the battery while maintaining the output supply to the fire detection and alarm system.

~~17.1.5~~ Power supplies from the main and emergency switchboards are to be supplied by separate feeders that are reserved solely for this purpose. Where the emergency feeder for the electrical equipment used in the operation of the fixed fire detection and alarm system is supplied from the emergency switchboard, it is to be run from this switchboard to the automatic changeover switch without passing through any other switchboard.

~~17.1.6~~ **17.1.4** A loop circuit of an addressable fire detection system, capable of remotely identifying from either end of the loop each detector and manually operated call point served by the circuit, may serve spaces on both sides of the ship and on several

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decks, but is not to be situated in more than one main vertical or horizontal fire zone, nor is a loop circuit which covers an accommodation space, service space and/or control station to include a machinery space of Category A.

~~17.1.7~~ **17.1.5** A loop circuit of an addressable fire detection system may comprise one or more sections. Where the loop comprises more than one section, the sections are to be separated by devices which will ensure that, if a short-circuit occurs anywhere in the loop, only the affected section will be isolated from the control panel. No section of detectors and manually operated call points is in general to include more than 50 detectors.

~~17.1.8~~ **17.1.6** Where the fire detection system does not include means of remotely identifying each detector and manually operated call point individually, ~~no section covering more than one deck within accommodation, service spaces and control stations is normally to be permitted except a section which covers an enclosed stairway. The number of enclosed spaces in each section is to be limited to the minimum considered necessary in order to avoid delay in identifying the source of fire. In no case are more than fifty spaces permitted in any section~~ it is to be in accordance with the FSS Code Chapter 9, 2.4.1.3.

~~17.1.9~~ **17.1.7** A section of fire detectors and manually operated call points is not to be situated in more than one main vertical zone.

~~17.1.10~~ **17.1.8** The wiring for each section of detectors and manually operated call points in an addressable fire detector system is to be separated as widely as practicable from that of all other sections on the same loop. Where practicable no loop is to pass through a space twice. When this is not practicable, such as in large public spaces, the part of the loop which by necessity passes through the space for a second time is to be installed at the maximum possible distance from other parts of the loop.

17.2 Automatic sprinkler system

~~17.2.2~~ For **passenger ships**, electrically driven sea-water pumps for automatic sprinkler systems are to be ~~served by not less than two circuits reserved solely for this purpose, one fed from the main source of electrical power and one from the emergency source of electrical power. Such feeders are to be connected to an automatic changeover switch situated near the sprinkler pump and the switch is to be normally closed to the feeder from the main source of electrical power. No other switches are permitted in the feeders. The switches on the main and emergency switchboards are to be clearly labelled and normally kept closed in~~ accordance with FSS Code Chapter 8, Section 2.2.1.

17.10 Safety centre on passenger ships

~~17.10.2~~ The safety centre is to be ~~either a part of the navigation bridge or to be located in a separate adjacent space having direct access to the navigation bridge~~

17.10.2 The safety centre location, operation, control and monitoring of the safety systems are to be in accordance with SOLAS Chapter II-2, Regulation 23.

~~17.10.3~~ Except where located in the same space, means of communication between the safety centre, the central control station, the navigation bridge, the engine control room, the storage room(s) for fire extinguishing system(s) and fire equipment lockers are to be provided

~~17.10.4~~ **17.10.3** The operation, control and monitoring of the following arrangements, where they are required to be installed by the National Administration, is to be additionally available from the safety centre:

- all powered ventilation systems;
- fire doors;
- general emergency alarm system;
- public address system;
- electrically powered escape route lighting or low location lighting for evacuation guidance;
- watertight and semi-watertight doors;
- indicators for bow and inner doors and stern and side shell doors and their closing appliances;
- water ingress detection for bow and inner doors and stern and side shell doors;
- remote surveillance systems for bow and inner doors and stern and side shell doors;
- fire detection and alarm systems;
- fixed water-based local application fire fighting systems;
- automatic sprinkler systems, or equivalents;
- water-based fixed fire-extinguishing systems for machinery spaces;
- alarm to summon the crew;
- atrium smoke extraction system;

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- ▲ flooding detection systems; and
- ▲ fire pumps and emergency fire pumps.

Operation, control and/or monitoring facilities provided at the safety centre are additional to any dedicated facilities required at other locations by the Rules or the National Administration.

17.11 Electrically powered air compressors for breathing air cylinders

17.11.1 In passenger ships carrying more than 36 passengers where electrically powered air compressors are installed as part of the means required by SOLAS 1974 as amended, Chapter II-2/C, for recharging breathing apparatus air cylinders for fire-fighters' outfits, the compressors are to be supplied by the main and emergency sources of electrical power. Details of the emergency supply electrical load, supply changeover arrangements and operation under fire conditions are to be submitted for consideration. The arrangements are to be to the satisfaction of the National Administration with which the ship is registered they are to be in accordance with SOLAS, Chapter II-2, Regulation 10, Section 10.2.6.

■ Section 18

Crew and passenger emergency safety systems

18.2 General emergency alarm system

18.2.2 The general emergency alarm system is to be provided with an emergency source of electrical power as required by 3.2 or 3.3 and also connected to the main source of electrical power with automatic changeover facilities located in, or adjacent to, the main alarm signal distribution panel. Failure of any power supply is to operate an audible and visual alarm, see also 1.14. The main and emergency sources of supply to the general emergency alarm system shall be in accordance with LSA Code, Chapter VII, Section 7.2.1.1. For General emergency alarm systems refer to the *IMO Code on Alerts and Indicators*, 2009, Section 4.

18.2.3 The In conjunction with the *IMO Code on Alerts and Indicators*, 2009 Section 4.15 the general emergency alarm distribution system is to be so arranged that a fire or casualty in any one main vertical zone, as defined by SOLAS 1974 as amended Reg II-2/A, 3.32, other than the zone in which the public address control station is located, will not interfere with the distribution in any other such zone.

18.3 Public address system

18.3.1 Public address systems on passenger ships and public address systems used on cargo ships used to sound the general emergency alarm or the fire-alarm are to comply with SOLAS Ch III, Part B, Sections 4 and 5, the *International Life-Saving Appliances (LSA) Code*, *IMO Code on Alerts and Indicators*, 2009, and the requirements of this Section.

18.3.2 The public address system is to be provided with an emergency source of electrical power as required by 3.2 or 3.3 and also connected to the main source of electrical power in accordance with SOLAS Ch III, Part B, Regulation 6, Section 5.4 with automatic changeover facilities located adjacent to the public address system. Failure of any power supply is to operate an audible and visual alarm, see also 1.14 and 1.16 in accordance with LSA Code, Section 7 and *IMO Code on Alerts and Indicators*, 2009, Section 4.10.

18.3.3 The public address system is to have multiple amplifiers having their power supplies so arranged that a single fault will not cause the loss of the facility to broadcast emergency announcements in public rooms, alleyways, stairways and control stations, albeit at a reduced capacity, for passenger vessels it is to be in accordance with MSC Circular 808, Sections 2.5 - 2.7.

18.3.4 The public address distribution system is to be so arranged that a fire or casualty in any one main vertical zone, as defined by SOLAS 1974 as amended Reg II-2/A, 3.32, other than the zone in which the public address control station is located, will not interfere with the distribution in any other such zone.

18.3.5 There are to be at least two cable routes, sufficiently separated throughout their length, to public rooms, alleyways, stairways and control stations so arranged that any single electrical fault, fire or casualty will not cause the loss of the facility to broadcast emergency announcements in any public rooms, alleyways, stairways and control stations, albeit at a reduced capacity. Refer to SOLAS Chapter III.

18.3.6 Amplifiers are to be continuously rated for the maximum power that they are required to deliver into the system for audio and, where alarms are to be sounded through the public address system, for tone signals.

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18.3.7 Loudspeakers are to be continuously rated for their proportionate share of amplifier output and protected against short-circuits and passenger vessels are to be in compliance with MSC Circular 808.

18.3.8 Amplifiers and loudspeakers are to be selected and arranged to prevent feedback and other interference. There are also to be means to automatically override any volume controls, so as to ensure the specified sound pressure levels are met. In addition the requirements of MSC Circular 808 for passenger vessels are required.

18.3.9 Where the public address system is used for sounding the general emergency alarm and the fire-alarm, the following requirements as per *IMO Code on Alerts and Indicators, 2009*, Sections 5.8 and 5.9 are to be met. in addition to those of 18.2:

- (a) The emergency system is given automatic priority over any other system input.
- (b) More than one device is provided for generating the sound signals for the emergency alarms.

18.3.10 Where more than one alarm is to be sounded through the public address system, they are to have recognisably different characteristics and additionally be arranged, so that any single electrical failure which prevents the sounding of any one alarm will not affect the sounding of the remaining alarms the requirements are in accordance with *IMO Code on Alerts and Indicators, 2009* Section 5.9.

18.4 Escape route or low location lighting (LLL)

18.4.1 The escape route or low location lighting (LLL) required by SOLAS 1974, as amended Ch II-2 Pt D, Reg. 13, 3.2.5.1, where satisfied by electric illumination, is to comply with the requirements of this sub-Section. The positional marking of lighting or photo luminescent strip indicators is to be in accordance with SOLAS Ch II-2, Part D Reg 13, Section 3.2.5.1.

18.4.2 The LLL system is to be provided with an emergency source of electrical power as required by 3.2 and also be connected to the main source of electrical power, with automatic changeover facilities located adjacent to the control panel, see *a/so* 1.16.

18.4.3 The power supply arrangements to the LLL are to be arranged so that a single fault or a fire in any one fire zone or deck does not result in loss of the lighting in any other zone or deck. This requirement may be satisfied by the power supply circuit configuration, use of fire-resistant cables complying with 11.5.3, and/or the provision of suitably located power supply units having integral batteries adequately rated to supply the connected LLL for a minimum period of 60 minutes, see 12.3.8. Manual activation is to be in accordance with IMO Resolution A.752.

18.4.4 The For the recommendation of performance and installation of lights and lighting assemblies are to comply with refer to ISO Standard 15370:2001 *Ships and marine technology – Low location lighting on passenger ships*.

■ Section 19 Ship safety systems

19.1 Watertight doors

19.1.1 The electrical power required for power-operated sliding watertight doors is to be separate from any other power circuit and supplied from the emergency switchboard either directly or by a dedicated distribution board situated above the bulkhead deck. The associated control, indication and alarm circuits are to be supplied from the emergency switchboard either directly or by a dedicated distribution board situated above the bulkhead deck and for passenger ships be capable of being automatically supplied by the transitional source of emergency electrical power required by 3.2.8 in the event of failure of either the main or emergency source of electrical power

19.1.2 A single failure in the power operating or control system of power-operated sliding watertight doors is not to result in a closed door opening or prevent the hand operation of any door.

19.1.3 Availability of the power supply is to be continuously monitored at a point in the electrical circuit adjacent to the door operating equipment. Loss of any such power supply is to activate an audible and visual alarm at the central operating console at the navigating bridge.

19.1.4 Electrical power, control, indication and alarm circuits are to be protected against fault in such a way that a failure in one door circuit will not cause a failure in any other door circuit. Short-circuits or other faults in the alarm or indicator circuits of a door

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are not to result in a loss of power operation of the door. Arrangements are to be such that leakage of water into the electrical equipment located below the bulkhead deck will not cause the door to open.

~~19.1.5 The enclosures of electrical components necessarily situated below the bulkhead deck are to provide suitable protection against the ingress of water with ratings as defined in IEC 60529: *Degrees of protection provided by enclosures (IP Code)* or an acceptable and relevant National Standard, as follows:~~

- ~~(a) Electrical motors, associated circuits and control components, protected to IPX7 Standard.~~
- ~~(b) Door position indicators and associated circuit components protected to IPX8 Standard, where the water pressure testing of the enclosures is to be based on the pressure that may occur at the location of the component during flooding for a period of 36 hours.~~
- ~~(c) Door movement warning signals, protected to IPX6 Standard.~~

~~19.1.6 Watertight door electrical controls including their electric cables are to be kept as close as is practicable to the bulkhead in which the doors are fitted and so arranged that the likelihood of them being involved in any damage which the ship may sustain is minimised.~~

~~19.1.7 An audible alarm, distinct from any other alarm in the area, is to sound whenever the door is closed remotely by power and sound for at least five seconds but no more than ten seconds before the door begins to move and is to continue sounding until the door is completely closed. The audible alarm is to be supplemented by an intermittent visual signal at the door in passenger areas and areas where the noise level exceeds 85 dB(A).~~

~~19.1.8 Sliding watertight doors on **cargo ships** are to be capable of being remotely closed from the bridge and are also to be operable locally from each side of the bulkhead. Indicators are to be provided at the control position showing whether the doors are open or closed, and an audible alarm is to be provided at the door closure.~~

~~19.1.9 On passenger ships, a central operating console is to be fitted on the navigating bridge and is to be provided with a 'master-mode' switch having:~~

- ~~(a) a 'local control' mode for normal use which is to allow any door to be locally opened and locally closed after use without automatic closure, and;~~
- ~~(b) a 'doors closed' mode for emergency use which is to allow any door that is opened to be automatically closed whilst still permitting any doors to be locally opened but with automatic reclosure upon release of the local control mechanism.~~

~~19.1.11 On passenger ships, the central operating console at the navigating bridge is to be provided with a diagram showing the location of each door, with visual indicators to show whether each door is open or closed. A red light is to indicate a door is fully open and a green light, a door fully closed. When the door is closed remotely a red light is to indicate the intermediate position by flashing. The indicating circuit is to be independent of the control circuit for each door.~~

~~19.1.12 The arrangements are to be such that it is not possible to open any door remotely from the central operating console.~~

19.1.1 Power operated sliding watertight doors including power supply, power supply availability, control, indication and alarm circuits are to comply with SOLAS Ch II-1, Regulation 13, Section 7.

19.1.2 The enclosures of electrical components including their electric control cables are to be in compliance with SOLAS Ch II-1, Reg 13, Section 5.3.

19.1.3 An audible alarm and where required supplemented by a visual signal at the door when the watertight doors are operated from remote is to be in accordance with SOLAS Ch II-1, Reg 13, Section 7.1.6.

19.1.4 The requirement of sliding watertight doors on cargo ships is to comply with SOLAS Ch II-1, Regulation 13-1, Section 2.

19.1.5 For the necessity of a centralised operating console located on the navigation bridge on passenger vessels, it is to comply with SOLAS Ch II-1, Regulation 13, Section 8.

Cross-References

Section numbering in brackets reflects any Section renumbering necessitated by any of the Notices that update the current version of the Rules for Ships.

Part 5, Chapter 23

2.1.3 (a) (iii) Reference to Part 6, Chapter 2, 17.10.3 now reads Part 6, Chapter 2, 17.10.2

4.1.2 (b) (iii) Reference to Part 6, Chapter 2, 17.10.3 now reads Part 6, Chapter 2, 17.10.2

Part 6, Chapter 1

2.7.6 Reference to Part 6, Chapter 2, 3.2 now reads Part 6, Chapter 2, 3.3

Part 6, Chapter 2

2.3.2 Reference to Part 6, Chapter 2, 3.2.7(a) now reads Part 6, Chapter 2, 3.3.1

2.3.2 Reference to Part 6, Chapter 2, 3.2.7(b) now reads Part 6, Chapter 2, 3.3.1

2.3.2 Reference to Part 6, Chapter 2, 3.2.7(c) now reads Part 6, Chapter 2, 3.3.1

2.3.2 Reference to Part 6, Chapter 2, 3.3.7(a) now reads Part 6, Chapter 2, 3.4.1

2.3.2 Reference to Part 6, Chapter 2, 3.3.7(b) now reads Part 6, Chapter 2, 3.4.1

2.3.2 Reference to Part 6, Chapter 2, 3.3.7(c) now reads Part 6, Chapter 2, 3.4.1

2.3.2 Reference to Part 6, Chapter 2, 3.3.7(d) now reads Part 6, Chapter 2, 3.4.1

6.9.1 Reference to Part 6, Chapter 2, 3.2.14 now reads Part 6, Chapter 2, 3.3.1

6.9.1 Reference to Part 6, Chapter 2, 3.3.14 now reads Part 6, Chapter 2, 3.4.1

15.6.1 Reference to Part 6, Chapter 2, 3.2.7(b) now reads Part 6, Chapter 2, 3.3.1

15.6.1 Reference to Part 6, Chapter 2, 3.2.9(a) now reads Part 6, Chapter 2, 3.3.1

15.6.1 Reference to Part 6, Chapter 2, 3.3.7(c) now reads Part 6, Chapter 2, 3.4.1

15.6.1 Reference to Part 6, Chapter 2, 3.3.9(a) now reads Part 6, Chapter 2, 3.4.1

15.7.1 Reference to Part 6, Chapter 2, 3.2.7(c) (ii) now reads Part 6, Chapter 2, 3.3.1

15.7.1 Reference to Part 6, Chapter 2, 3.3.7(d) (ii) now reads Part 6, Chapter 2, 3.4.1

17.3.2 Reference to Part 6, Chapter 2, 3.2 now reads Part 6, Chapter 2, 3.3

17.3.2 Reference to Part 6, Chapter 2, 3.3 now reads Part 6, Chapter 2, 3.4

17.7.1 Reference to Part 6, Chapter 2, 3.2 now reads Part 6, Chapter 2, 3.3

17.9.1 Reference to Part 6, Chapter 2, 3.2 now reads Part 6, Chapter 2, 3.3

17.9.1 Reference to Part 6, Chapter 2, 3.3 now reads Part 6, Chapter 2, 3.4

17.10.5 *now* 17.10.4 Reference to Part 6, Chapter 2, 17.10.4 now reads Part 6, Chapter 2, 17.10.3

18.4.2 Reference to Part 6, Chapter 2, 3.2 now reads Part 6, Chapter 2, 3.3

Part 7, Chapter 13

4.5.1 (a) Reference to Part 6, Chapter 2, 3.2.8 (a) (ii) now reads Part 6, Chapter 2, 3.3.1

4.5.1 (a) References to Part 6, Chapter 2, 3.2.8 (b) (ii) to (iii) now read Part 6, Chapter 2, 3.3.1

4.5.1 (a) Reference to Part 6, Chapter 2, 3.3.8 (a) (ii) now reads Part 6, Chapter 2, 3.4.1

4.5.1 (a) References to Part 6, Chapter 2, 3.3.8 (b) (ii) to (iii) now read Part 6, Chapter 2, 3.4.1

4.5.1 (b) Reference to Part 6, Chapter 2, 3.2.7 now reads Part 6, Chapter 2, 3.3.1

4.5.1 (b) Reference to Part 6, Chapter 2, 3.3.7 now reads Part 6, Chapter 2, 3.4.1

Update to the current version of the Rules for Offshore Units.

Part 6, Chapter 2

3.2.1 Reference to Part 6, Chapter 2, 3.3 now reads Part 6, Chapter 2, 3.4

3.3.1 Reference to Part 6, Chapter 2, 3.4 now reads Part 6, Chapter 2, 3.5

3.4.1 Reference to Part 6, Chapter 2, 3.5 now reads Part 6, Chapter 2, 3.6

3.5.1 Reference to Part 6, Chapter 2, 3.6 now reads Part 6, Chapter 2, 3.7

3.7.3 References to Part 6, Chapter 2, 3.3.12 to 3.3.14 now read Part 6, Chapter 2, 3.4.1

15.8.1 Reference to Part 6, Chapter 2, 3.3.7 (d) (ii) now reads Part 6, Chapter 2, 3.4.1

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